4 February 1971

MEMORANDUM FOR: THE RECORD

SUBJECT

: OSA Flight Suit Buoyancy Tests

	1. At 0930 hours 1 February 1971 a conference was
25X1A	hold with C/CSA/AMS, to discuss his proposed
	testing of a flight suit in rough water conditions. In 25X1A
25X1A	addition to and MB staff members the following
	were present: 25X1A
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	2. The relative advantages of using U.S. Coast Guard
	versus MTEU facilities and personnel were discussed. Early
	in the discussion it became evident that OSA representatives
	have a strong preference for MTEU assistance. Their other
	alternatives would be to go to private industry or U.S. Air Force. They feel that they can get their answe <u>rs quicker</u>
	that they have worked with our people before and know they
	can depend upon them both from a standpoint of efficiency
	and safety. 25X1A
25X1A	3desires the tests be conducted by
	in the Chesapeake Bay during the week 22 February 1971, weather
	conditions permitting. The desired test conditions call for
	cold water with 4-6 foot seas running. Two versions of the suit will be tested with two personnel in the water at the
25X1A	same timewill be testing the OCA version of
20/1/4	the suit (without external floatation gear attached). The
	other (Air Force) version will have an exterior floatation
	collar around the chest area of the suit. Both versions have
	been cold water tested before in smooth waters but not in
	rough waters.
	4. Various safety precautions to be followed for the
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tests and operational characteristics of the boat and equipment were covered during the conference. The primary hoisting gear and emergency hoisting procedures were detailed. The use of the rescue basket to hoist the personnel aboard was

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also outlined. Other items for the safety of lives concerned the use of an RB-12 in the water manned with two swimmers in wet suits as a standby for emergency rescue of the test subjects. Each test subject will also be provided with two safety lines tended by the boat crew on the JEAN BRAVO. The boats ladder will be padded and a padded boat hook will be available to fend-off the test subjects from the boat if required.

5. The conference was adjourned with the decision if ice conditions in the Bay permitted, a rehearsal exercise would be conducted in the Bay area on 18 February. Both will ride the boat (JEAN BRAVO) on this trial run in order to familiarize themselves with the techniques and safety procedures that will be employed for the actual buoyancy tests. No live bodies will be used for the 18 February exercise, merely dummy loads will be recovered.

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cc: C/OSA/AMS

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